#### THE CRYSTAL PALACE.

Progress of the Exhibition-Description

Articles. The work of unpacking and arranging in the Crystal Palace goes rapidly on. The long naves have at length been cleared of the packages and boxes which so long obstructed the visiter in his peregirna tions around the building, and their contents have enhanced the interest of the exhibition. Great changes have been made, particularly in the German and French departments. When the anxiously expected Gobelins and Sevres arrive and fill the places assigned them, these departments will be near completion. With energy, the work continues in the other departments, and no longer are heard the expressions of dissatisfaction by the visiters, because of the non-arrangement of the goods.

An interesting incident occurred before our eyes on Saturday, while in the Palace, a recital of which may go far to lessen the prejudice of a portion of the community against the admission of colored people to the exhibition. While in the directors' rooms, conversing with the officers of the Palace, a little, bright eyed mulatto girl of about six years of age, presented herself, accompanied her parents, who presented to Capt. Dupont a fifty dollar current note, which their daughter had just picked up in one of the aisles of the palace. When the captain generously spoke of rewarding the child for the honest deed, the mother and father both dissented from receiving anything, saying that "honesty brought its own reward, and that they asked no higher remuneration than the consciousness of having done to others as they would have others do to them." Capt. Dupont, however, appreciating the honesty of these people, liberally rewarded the little child for her praiseworthy act, and took the address of the family, that their names may be mentioned to the owner of the note if found, and if not found, that the money may be returned to them. This incident demands no comment—its mere narration is speaking the highest praise of these humble but worthy people, whose honor was beyond the reach

With much pleasure we have received the announcement that the Baltimore and Philadelphia Railroad Company, the New Jersey Railroad Company, and the Delaware and Raritan Canal, and the Camden and Amboy Railroad and Transportation Company, have all agreed to transport goods for the exhibition free of charge. The great expense of transportation has prevented many of our countrymen from adding their quota to the Crystal Palace. We believe that this announcement will have the effect to increase the number of valuable contributions to the exhibition.

We have heretofore called, as we do now, the attention of the public to the model of the Washington Monument, with the belief that no one will refuse the paltry pittance that every American owes to its contribution boxes. It must be admitted as appropriate to associate with the display of the various evidences of our nation's progress, the memory of him to whom we owe so much, as the founder of that prosperity. While upon the one hand we view our onward march in the arts and sciences, and commercial greatness, it is peculiarly fitting to see, upon the other hand, this memorial to Washington standing as a record of a nation's gratitude for these results. A very trifling donation from each visiter would aid greatly in setting the star in the summit of this monument, which, to the fame of Washington, would radiate evermore. The contributions, so far, at the Palace, for this great work, have been much less than we had a right to expect. We have no doubt that this is owing, in a great measure, to the unfavorable lo cality of the model, visiters being unable to find it at present. We would suggest what, no doubt, wil meet with a favorable response from the patriotic directors of the Palace-that the model of the Washington Monument be placed by the side of Marochet ti's work, on the first floor. Be where it will, it is an ornament to the exhibition, and its association with the collossal statue is appropriate. There all can see it, and few, very few, would refuse their mite. We received the following statement of the contributions

Total\$586	93
Total\$350	80
ADMISSIONS AND RECEIPTS ON SATURDAY.  Number of admissions on single tickets	619

#### CANADIAN DEPARTMENT. MACHINERY.

Heretofore we have described at considerable length the various articles sent by the Canadians for our inspection and edification. We again refer to some of their contributions, believing that everything from those so nearly related to ourselves by geographical position, will be read with peculiar interest. In agricultural implements the Canadians make only a limited display; not, we suppose, because they do not possess that innate inventive genius which has filled the American department with almost every variety of mechanical implements, but because the difficulty of transporting heavy machinery is very great and expensive. Our Northern friends, however, send us the results of their agricultural labors; and in their grain and other productions we can plainly read their capabilities and powers, as tillers of the earth. One machine is sent us, however, which is somewhat different from anything we have seen among the inventions of our countrymen, and which, if particularly examined, may be found well worthy of being adopted by our own people, and associated with their own discoveries. The machine of which we speak is de signed to thresh, winnow, and separate the different qualities of grain, and acts without cog or bevel gear. This was made in Brantford, Upper Canada, at a late date, but has already been tried by the Canadian farmers with favorable results The same machine can be used by any power, either hand, horse, steam or water, and is portable and easy of conveyance about the country. There is very little iron work about the machine, and it is as simple as it is effectual in its operations. In the American department, we have a machine which performs nearly the same work as this. Snider's Labor Saving Machine, thrashes, cleans and bags the grais, and this thrashes, cleans and separates it into different qualities. Comparisons are always odious, for which reason we do not institute one as to the superior utility of these two inventions. They are, no doubt, both valuable applications of machinery, and the Canadian separator would even have reflected credit upon the acuteness of any living Yankee. It is somewhat novel and interesting to sell, from he same crop of grain, a half dozen different specimens, each superior to the other. There is that about this invention which is well worthy the attention of scientific men, and particularly deserving the notice of those who are the bone and sinew of our countryour honest, frank, practical, sensible farmers.

A few paintings, mostly representing Indian characters, add much interest to the Canadian contribu sions. Of the paintings shown, there is one called " The Presentation of a Newly Created Chief of the Council of the Huron Tribe," which excites as much interest as any other picture in the Palace, owing to its life-like images of many of the noted Indians of Canada. The artist is Mr. D. Thielcke, who has proved himself fully competent to perform the very difficult task of faithfully representing on canvass the expressive countenance of the American Indian

This painting is about three feet wide and three feet and a half high, representing the full council of the Huron tribes as they assembled at Lorette, Lower Canada, to inaugurate the newly elected chief Hot-sa-wa-ti, that is, "He has defended our country." Each figure, the group consisting of about twenty-five,) is painted from life, and all are dressed in full costume. To the picture is attached a card, giving the name and history of each one of the group, and the translation into English of the various Indian appellations. Who will neglect seeing these few remaining chieftains, whose ancesters were the unrestrained monarchs of America until driven by the advancing white man to the very shores of the Paci-

#### UNITED STATES.

BALLROAD SIGNALS. Every invention which will serve to lessen the daily disastrous collisions upon our railroads, will be hailed as a common boon to the travelling community. The heart-rending slaughter by railroads, of ansuspecting hundreds every year, is aggravated by the reflection that some simple contrivance, some ingenious device, by any one of our multitudinous inventors, would save the recording of these direful events. No one can doubt that many hundreds of our citizens, if they had been only set to work, could have constructed a tell-tale for engineers, which would have saved the train on the New Haven road from the fatal leap at Norwalk. Each day new victims are added to this modern hecatomb, outnumber ing, by many, the beasts slaughtered in accordance with the rituals of old. The public voice is for a remedy; and with reason we might ask, "Is there no balm in Gilead" which may serve as a prevention of these frightful railread murders? The best arrangement which we have yet seen is an invention by Dr. Clayton, of Virginia, now on exhibition at the Crystal Palace, and to which we would particularly call the attention of railroad directors. The invention consists of a set of signals at the top of polls, say three or more, placed on the same connection, (which is of wire,) two miles in length, with a lever at each end. The one at the end first entered by the train is an upright one, so that, as the engine passes over it, it is pressed forward far enough for the train to pass, and draws the connecting wire, by which means all three of the signals are set, discernable at any distance, at the same time elevating a rule pointed lever at the other end, for depressing the signals. The train runs the two miles with the signals up in advance, and then, in passing the lever at the other end of the connection, it is pressed down by the engine, which depresses all the signals, setting them down behind the train. They are so arranged that it will be impossible for the two trains to meet in collision. Again, a signal is up behind the train always, to guard it from being run on from behind, thus preventing concussions. For safety at bridges, it is only necessary to set the levers at the draw, and every time the draw rises the signals will go up a mile cach way, and when the bridge lowers the signals fall. This is a simple invention, and if it proves a salutary one, it is the duty of every railroad company to adopt it.

AGRICULTURAL IMPLEMENTS. We, and probably thousands of others, never dreamed that there was any improvement to be made in a common corn broom. But who shall set limits to Yankee ingenuity? Who can say "thus far thou shalt go and no farther" in making inventions, while with us this characteristic faculty is coeval with birth, while the child dances in a baby jumper, rocks by machinery, or whittles a model be fore he learns to walk. If Solomon had lived in the nineteenth century he never would have said " there is nothing new under the sun," but on the contrary he would have joined in the common chorus-

"Every day brings something ne ." Moore's patent clasp broom is something that is considered (especially by its inventor,) cheaper, more durable, more elastic, and better every way than the common style broom. Its peculiar advantage is that any one owning a handle and clasp may at any time have a new broom, which will sweep as clean as the most approved article. The invention clean as the most approved article. The invention is a very simple one, and consists of merely a handle, a clasp, and a ring. Upon the end of the handle is an iron clasp, set with teeth, which opens and receives the corn, and shuts its teeth firmly into it, holding it until the good housewife makes it disgorge to receive within its jaws a new and better mouthful. When the corn is fastened in the clasp, an iron ring is slid down over the broom, making it firm or elastic at pleasure. This broom is more durable, because it does not cut the corn, as in the present way. It is more elastic, because the iron spring is moveable, and therefore it does not wear and tear the carpets as the common broom. It is more economical, because one handle and clasp will last a long time, and the cost of refilling is very trifling. It is more especially intended and clasp will last a long time, and the cost of re-filling is very trifling. It is more especially intended for farmers, who raise their own broom corn. It is true that very little expense is incurred in being the possessor of the common broom; but if this is su-perior and cheaper, the farmers ought to know. However trifling the saving may be, yet "economy is the way to wealth," and "a little leak will sink a great ship," as poor Richard ays. Our country friends will examine with a great deal of interest this new broom.

## GERMAN STATES DEPARTMENT.

PHILOSOPHICAL APPARATUS. In this department, T. F. Luhme & Co., of Ber. lin, Prussia-a firm somewhat known to every one who has studied in any branch of the natural sciences-has exhibited a selection of chemical, philosophical and pharmaceutical apparatus, of a fine description, and most of them upon new principles and of a new construction. Among the most important we would allude to a large air pump, of the most recent Berlin construction, with two barrels, two various ground plates and two bell glasses. The evacuation is very simple, and performed by four crossing ation is very simple, and performed by four crossing handles, and seven or eight movements are sufficient to lower the barometer to half line difference. There are also exhibited a series of fine balances of a new make, according to Perthling, with all the appliances necessary for chemical analysis. The beams and the end axis of most of these balances rest on agate, and turn with half milligramme when loaded with 20, 50, 100, or 1,000 grammes. Besides these, there are various other apparatus, together with an assortment of fine weights, apothecary scales, double blast lamps, and other new inventions. These articles are on the second story, near the south nave of the building.

#### IRISH DEPARTMENT. PLAX AND LINENS.

We have spoken at some length of the linen works in Ireland, and particularly described the magnificent specimens on exhibition from the extensive manufactories of Mr. Richardson, of Belfast. We have since been able to gather some statistics of the linen trade, which we publish, believing that the public are particularly interested in learning the

resources of the Irish people.

Ireland is peculiarly adapted to the growth of flax, both from the fertility of the soil and the softness of the climate. The growing of flax and the manufacture of linen, is the oldest and most important branch of industry in Ireland. It is difficult to discover the origin of this manufacture, as we find mention of linen in the earliest accounts of Ireland extant. In old times each peasant planted a small patch of flax, and manufactured it at home for himself; but the demand for linens increasing, the amount of flax required by the weavers exceeded the produce of the farmers, and it became necessary to import largely from abroad. To obviate this, a society was formed under the Royal patronage in 1841, called the "Royal Flax Improvement Society," to encourage this branch of agricultural industry. At that time, (1841,) the Irish flax crop, covered about 60,000 acres, and in two years, (1843,) it had increased to 112,000 acres, and now exceeds 130,000. The price of flax for the last fifteen years has ranged from £36 to £80 per ton, and sometimes higher, according to the quality, season and demand, making it a very profitand manufactured it at home for himself; but the de

able branch of farming, as will be seen from the fol-lowing table, showing the expense and produce of one acre on the estate of Lord Caledon in 1845:—

# State Elections.

The following seven States will hold their annual elections to day, viz. : Missouri, Texas.

In Alabama, a Governor, members of Congress, Legislature, and county officers are to be elected. The following candidates are in nomination for the effice of Go-

And in addition to the above, A. Q. Nieks is the Union candidate, Robert A. Baker has been nominated by the emperance party, and William S. Earnest is in the field as the internal improvement candidate. The following

are the two Congressional tickets:-Dist. Democrat,
1-P. Phillips.
2-David Clopton.
3-Sampson W. Harris.
4-S. Moors.

6 W R. W. Cobb. C. C. Clay, Jr. 7—James F. Dowdell. Arkansas has no offices to fill but representatives to Congress. The following candidates are in momination :-Dat. Democrat. 1—A. B. Greenwood. 2—Fdward A Warren.

James M. Curran. The election in Iowa is for Attorney General and county

Kentucky will elect her Legislature and ten members of Congress. In some of the districts considerable excitement is manifested, and some interest is also felt in other ections of the Union in regard to the result of the elec tion in this State, as it was one of the four in the las Presidential contest that gave its vote for Gen. Scott. The following are the Congressional candidates :-

Whig. Benjamin E Gray. 2—W. G. Davie.

3—No nomination.

4—J S Chrisman.

5—J. W. tome

6—J. M. Elliott.

7—S S. English.

8—J. C. Breckenridge.

9—J M. Rice.

10—R. H. Stanton.

In Missouri, judicial and sounty officers are to be elected, and two members of Converses.

Presiev Renjamin E Gray.

T. E. Bramletto.

Clement S Hill.

Dr. Pierce.

William Preston.

Robert P Letcher.

Leander M. Cox.

George B. Hodge. ed, and two members of Congress. Five members have already been elected, but by the new apportionment the

Third and Seventh districts were left without represents tives. The delegation of the State will be completed to day by a choice of two of the following sandidates :-Dis. Democrat.
3—Claiborne F. Jackson.
{Firwan A. Rozier.
7
Albert Jackson.
Thomas B. English.

C. F. Jackson in the Third, and Thomas B. English in the Seventh district, are anti-Benton candidates. Texas will elect a Governor, Lieutenant Governor, mem

FOR C	OVERNOR,
Democrat.	Whio.
John W. Daney.	W. B. Ochiltree
M. T. Johnson.	Gon. Tarrant.
James W. Henderson	
George T. Wood.	
E. M. Peare.	
Lempel D. Evans.	
The mas J Chambers.	
FOR LIEUTES	NANT GOVERNOR.
J. B. Rebinson.	J. E. Kirby.
David C. Dixon.	
W. N. Goode.	
A STATE OF THE STA	NAME OF TAXABLE PARTY.

Dis. Democrat.

1—George W. Smyth.

(P. H. Bell.

G. K. Lewis.

Themas W. Blake.

W. R. Scurry.

Personal Intelligence.

Bishop Williams has resigned the Presidency of Trinity College and has been appointed Vice Chancellor of the institution during the life of Bishop Brownell.

Rev. Professor Goodwin, of Bowdoin College, has been approinted President of Trinity, in place of Dr. Williams

The British war steamer Medea, Captain Bailey, o' Boston tock on board the Earl of Ellesmere, lasy and sutte, and sailed on the 30th ult. for Halifax.

ABRIVALE.

suite, and sailed on the 30th ult. for Halifax.

ARRIVALS.

From Richmond, Petersburg, and Norfolk, Va., in the steambip Roanoke.—Wm Bagnall, H R Clitton, H A Gordner, C Evubank, Saml Reynolds, Geo City, E B Smith, Oliver Corpries. J Wheeler, N B Webster, A Howard, E N Jones, Chas Lewis, J McMarnott and son, Wm H Palmer, Rob't Heth, Wm H Allison, Miss CA Bland, Miss M E Persen, Miss M McCorkle, Miss E Leach, A McCorkle, J McCorkle, C G Spring, Elv Shaffield, Miss E Jones, Miss Howards, Miss Pomory, J A Eggleston, J A Edwards, Miss I O'Brien, Miss Spencer, Jiay and child, F H Smith and lady, C E Thorburn, J M Gibbs and two children, E Lyons, and ten in the steerage.

Specer. J Faulkner, lady and child. F H Smith and lady, C E Thorburn, J M Gibbs and two children, E Lyons, and ten in the steerage.

From Port an Prince, in the brig Solomon Eaton—C Baginas and son, J B Longinotte.

From Manila, in the ship Jeshua Bates—Mrs Easterbrook, two daughter; and servant.

From Legborn, in the brig Carlo—Mr R Jacomruzzi, A Peri, S Peri, P Monetti, V Galgiani.

From Tampice, in the ischoner George Savary—J Hugg.

T Lewis. Miss A Rogers, C Rogers.

DBPARTINES.

For Norfolk, Petersburg, and Richmond. in the steemship Jamestown—A Lybrock. E Hanka. J Morris, Thos Taylor, F S Billugs. J M Temple, Thos G Bell, N Clark, J B Sherwood, O S Lake, W Borrows, F Osborne, W J Allen, James Allen, C Karson, C J Talectt, Mrs Swords, R H Tacker, Jr, H Haines, J D Lawson, W L Pendieton, J C Powel, H D Perkins, Bias E B Meiner, C Pelt, L D Ames, Mrs J L Perkins, Bias E B Meiner, J E Biggar, Mr McJonald, Thos Procks, Lady and two children, Mrs W m Blaire, servant and two children, R H Meade, H W Quarles, B F Tinnley, W C Fillord, N Zebnil, Mrs Smith and daughter, A P Roberts and lady, S Glover, sister and child, O L Lawton, Jon C Tilford, N Zebnil, Mrs Smith and daughter, A P Roberts and lady, S Williamson, Chas Williamson, Jno Bowsans, Mrs Fallard, child and nurse, Capt Barron, Dr Sinclair, Lieut J J R synolds and lady, E Grown, J S Leask, Lieut J C Myrick, Jas Najlor, and 29 in the steerage.

### THE PILGRIMS.

The Embarkation at Delfthaven-Celebra

tion To-day at Plymouth. The New England Society of this city, escorted by the Light Guard, Capt. Vincent, left town at five o'clock on Saturday afternoon, for Boston and Plymouth, to join in the celebration to-day at the latter place. They left in the Norwich steamer and reached Boston yesterday morning. They were to have left Boston yesterday evening for Plymonth, on the Old Colony road.

### TELEGRAPHIC.

THE NEW YORK LIGHT GUARD—THE CELEBRATION BOSTON, July 31, 1853. The New York Light Guard arrived here this morning via the Norwich and Worcester road. They were re-ceived at the depot by the Washington Artillery, and escorted to the Revere House. In the forenoon the Guards attended Dr Lathrop's church, in Brattle street, and in the afternoon left in a special train for Ply-mouth, where they will participate in the celebration of

Society will also be present at Plymouth to morrow, unite in the ceremonies of the occusion. Messrs. Edward Everett, Rufus Choate, J. P. Hall, and others, are expected to be present, and will take a prominent part

[From the Boston Transcript, July 30.]
The Pilgrim Fathers,—where are they?
The waves that brought them o'er
Still roll in the bay, and throw their spray
As they break along the shore;
Still roll in the bay as they rolled that day
When the Mayflower moored below,
When the sea around was black with storms,
And white the shore with snow.

The celebration at Plymouth on Monday, promises to be a brilliant affair. The sons of the Pilgrims will attend in full force, and it now would seem that a new historical anniversary will be added to the days devoted to a consideration of the memorable

events in our past history.

days devoted to a consideration of the memorable events in our nast history.

We compile the following account of the embarkation of the Pilgrims, and the history of the Mayflower, from the historical tract, printed for private circulation, by Dr. Nathaniel Shurtleff. The account of the Mayflower will be new to most readers.

After a residence of some years in Leyden, where they lived in love and harmony with each other, and on friendly terms of intercourse with their neighbors, in 1617 Mr. Robiuson and his church began to think of emigrating to America: and, as a preparatory step, sent Mr. Robert Cushman and Mr. John Carver from Leyden over to England, to treat with the Yirginia Company, and also to see if the King would grant them the liberty of conscience there, which was refused them in the land of their birth. Although the agents were not able to obtain from the King their suit for liberty and religion under the broad seal, as was desired, nevertheless, they prevailed so far as to gain the connivance of the King that he would not molest them, provided they carried themselves peaceably. In 1618, the agents returned to Leyden, to the great discouragement of the people who sent them; who, notwithstanding, resolved, in 1619, to send again two agents to agree with the Virginia Company; and at this time they sent Mr. Cushman a second time, and with him Mr. William Brewster, who, after a long attendance, obtained the patent granted by the company to Mr. John Wincob, which was never used.

Notwithstanding all these troubles, so strong was their resolution to quit Leyden and settle in America, that they entered into an arrangement with Mr. Thomas Weston, a merchant of London, for their transportation, and sent Mr. Carver and Mr. Cushman to England, to receive the money of Mr. Weston to assist in their transportation, and to provide for the voyage. By direction, Mr. Cushman went to London, and Mr. Carver to Southampton, where they finally joined with Mr. William Martin, who had been chosen to assist them.

A vessel

vessel of nine score tons, and also Mr. Clarke, the pilot.

pilot.

Mr. Cushman, having procured the Mayflower at London, and fitted it for the voyage, proceeded in it to Southampton, where he and Captain Jones, together with the other agents, remained seven days, nutil the arrival of the Pilgrims, who left Leyden on Saturday, July 22, according to Old Style, but August 1st, according to the present mode of computing time, embarking from Delft Haven.

On the 5th of August, both vessels, the May-

On the 5th of August, both vessels, the May-flower, Captain Jones, and the Speedwell, Captain Reinolds, set sail from Southampton. The small vessel proving leaky, they both put in to Dartmouth about the 13th of August, where they remained till the 21st, when they set sail again. Both vessels were obliged to return a second time, on account of the leakage of the Speedwell; and this time they put back to Plymouth, where they gave up the small vessel and dissmissed those who were willing to re-turn to London, Mr. Cushman and his family return-ing with them.

turn to London, Mr. Cushman and his family returning with them.

On the 6th of September, their number then consisting of one hundred persons, they made their final start, and arrived at Cape Cod on the eleventh day of November, when they signed the famous compact, and landed at Plymouth, in America, on the eleventh day of December, old style, or on the twenty-first of December, new style, in the year 1620.

twenty-first of December, new style, in the year 1620.

The Mayflower was procured in London by Mr. Robert Cushman, who was debarred the privilege of coming over with its infant colonists, as it was necessary that he should remain in England to keep together those who were left behind, and to provide for their future emigration, as he had done for that of those of the first passage. This he did by procuring the Fortune, and sailing from London in July, 1621, and arriving in New England on the 9th of November of the same year. It is also highly probable that he obtained the other early vessels, as he continued to be the agent of the Pilgrims till his death, which occurred in England, just as he was he continued to be the agent of the Pigrims till his death, which occurred in England, just as he was ready to come to spend the rest of his days in New England. In 1624, when the first division of land for continuance took place, Mr. Cushman, although in England, was placed at the head of the list of those who came in the Mayflower—an act of justice alike creditable to our forefathers and honorable to him.

alike creditable to our forefathers and honorable to him.

The Mayflower not only brought over the first of the Leyden Pilgrims, but also, in the year 1629, with four other vessels, transported Mr. Higginson and his company to Salem; and in 1630 was one of the fleet which conveyed to New England Mr. Winthrop and the early settlers of the Massachusetts colony.

A vessel bearing this name was owned in England about fifteen years or more before the voyage of our forefathers; but it would be impossible to prove or disprove its identity with the renowned Mayflower, however great such a probability might be. It is known, nevertheless, that this identical famous vessel afterwards halled from various English ports, such as London, Yarmouth, and Southampton, and that it was much used in transporting emigrants to this country. What eventually became of it, and what was the end of its career, are equally unknown to history.

was the end of the cartery
history.

The Pilgrim Fathers are at rest;
When summer's throned on high,
And the world's warm breast is in verdure drest,
Go stand on the hill where they lile.
The earliest ray of the golden day
On that hallowed spot is cast;
And the evening sun, as he leaves the world,
Looks kindly on that spot.

The Pilgrim spirit has not god;
It walks in noon's broad light,
And it watches the bed of the glorious dead,
With the holy stars by might.
It watches the bed of the brave who have bled,
And shall guard this ice bound shore
Till the waves of the bay where the Mayllower lay,
Ehall foam and freeze ne nore.

Should the weather be pleasant, there will be a very large attendance at the festival at Plymouth, in honor of the embarcation of the Pilgrims. The New York delegation will be escorted by the Light Guard of that city. They will arrive in Boston this morning, by the Norwich and Worcester line, and will quarter at the Revere House during their stay in the city. They will be accompanied by Dodworth's full band of thirty-five pieces. In the forenoon they will attend Divine service at the Brattle Square Church, with the Boston Light Infantry. They will take a special train for Plymouth this evening.

The Independent Cadet: will secort Governor Clifford and the State authorities. This party will go down in a special train on Monday morning. A large number of our citizens will be present at the festival.

At Plymouth, the town will be decorated, and the

festival.

At Plymouth, the town will be decorated, and the residents will endeavor to give a hearty welcome to all visiters.

The bells of the town will be rung, and a national salute fired at sunrice and at sunset.

At 9 o'clock, the following religious services will be he'dd in the First Church:—
Voluntary on the Organ.
Original Hyma, by Rev. E. H. Sears.
1°rayer by Rev. Dr. James Kendall.
Hymn, by Mrs. Hemans,
"The breaking waves dash'd high," &c.
1°eading of the Scriptures.
Original Hymn.
Benediction.
The music will be performed under the direction of Mr. B. F. Baker, of Boston.
One of the most inversiting features of the celebration will be the ad assisting features of the dinner.
Speeches will be made by Governor Clifford, Hon. Edward Everett, Hon. Engas Choste. Hon. B. F. Hallett, Hon. C. H. Warren, Hon. Abbott Lawrence, Hon. N. P. Banks, Hon. C. W. Upham, Hou. J. G. Palfrey, Rev. G. W. Blagdeat, Rev. Samuel Osgood of New York, Hon. John P. Hale, and Hon. Benj. Seaver, Mayor of Roston.
The observance of the day will be closed with music in the evening, by the Boston Brigade Band, from eight to twelve o'clock, in North Square, which will be illuminated for the occasion.
The President of the Pilgrim Society, by a card in the Old Colony Memorial, invites the marshals of the day, all military officers, and members of the society, to visit his residence Monday evening.

### NEWS BY TELEGRAPH.

ARRIVAL OF THE ASIA'S NEWS-FRIGHTPUL RAday evening, came to hand, over the National Line, at 10 o'clock this morning. The news has depressed the cotton market about Mo.

The number of deaths by yellow fever, yesterday, was

Nominations in Oswego and Madison Countles SYRACUSE, July 30, 1853. William W. Farwell, of Madison county, was to-day, nominated by the independent democrate of Oswego and Madison counties, 'in convention in this city, for State

Senator from the Twentieth district The Maine Law Convention made the same nomination yesterday. The independent democracy and temperance men have strong hopes of Mr. Farwell's election.

From Boston.

RAILROAD ACCIDENT—SHIP JOHN C. CALHOUN—
THE WEATHER.

Boston, July 31, 1853.

The railroad train from Montreal yesterday morning. with about 200 passengers, was thrown off the track at the junction of the Lake Champiain road, near St John's, owing to the misplacement of the switch. Some damage was sustained, but none of the passengers were fatally

A telegraphic despatch from St. John, N. B. yesterday. states that the ship John C. Calhoun, before reported sahore at Musquash, had been got off and was at auchor at Little Musquash. A steamer had been sent to tow her to St. John.

The weather has been excessively hot and sultry today, which was relieved in some measure by a heavy thunder shower about five o'clock this afternoon.

The stock of cotton in this port is estimated at 7,000 bales only.

bales only.

Providence, July 30, 1853.

Cotton—We have no change to notice in prices. The market continues dull Wool—Sales of the week, 32 600 pounts; the market cleaing dull at previous prices.

Printing cloths—The market closed firm at a further advance of one eighth. Sales of the week 54,750 pieces.

THE WEATHER—Yesterday the weather was excessively warm; atmosphere bright and clear, another Sunday. Thermometer at 9 A. M. 77 3 P. M. 85 3 P. M. 80. The wind at the above mentioned hours was respectively S. W., W., N. E.

W., W., N. E.

CHALLEGE ACCEPTED.—It will be recollected that the Southwark Fire Company No. 38, of this city, returned from their late trial at New Haven, very much dissatisfied with the result, and immediately passed a resolution challenging the Garpee company to another trial for \$100. We learn that the Nisgara Company No. 1 of New Britain, a second class eegine, will accept the challenge and agree to meet the Southwark any time previous to September. But where is the Gaspee? She is the machine for the challenge—not the Nisgara. Any engine company who would think of competing with the Nisgara in throwing a volume of water, should be provided for at

Bicomingdale. The Niagara can't be beat this side of the Falls.

Firm.—Yesterday morning about 4 e'clock, a fire broke out in a stable in the rear of No. 8 Pitt street, occupied by Thomas Cullen and others, which extended to the adjusting dwelling house in front of No. 10 Pitt street. A portion of the stable was destroyed, and the roof of house No. 10 very much injured. The whole extent of loss incurred is estimated at \$400, there being no insurance. Capt Russell, with a platoon of men from the Thirteenth ward, and Capt. Haggerty, with a section of men from the Seventh ward, were present on daty.

ALARM OF FIRE.—Yesterday, about 12 o'clock, an alarm of fire was rung for the Sixth district which was found to proceed from a frame house in Rifge street, between Stanton and Houston streets. Fortunately it was of no greatextent, the chimney having caught fire, and it was speedily extinguished with a liberal supply of the Croton, no damage having been done.

Almost a Fire.—Early on Sunday morning, a fire broke out in the bouse No. 221 Sullivan street, caused by the carelessress of the servant glrl, who, in blowing out the light to extinguish it drove the sparks into some rags lying about, which having become ignited, set fire to the house. Policeman Bodine of the Fifteenth ward, with the assistance of the family, succeeded in putting it out before any damage was done. The girl's hands were, however, severely burned.

A NUBANCE IN THE SIXTEENIN WARD—The particular sitention of the Health Warden of the Sixteenth ward.

fore any damage was done. The girl's hands were, however, severely burned.

A NURSANCE IN THE SIXTENTH WARD—The particular attention of the Health Warden of the Sixteenth ward, is called to a row of hog peus filled with swine situated in Twenty fifth street, between the Sixth and Seventh avenues. The effluvia arising from these animals, and the accommlated fifth surrounding them, have become a nuisance such as cannot be endured by the inhabitants in that vicinity.

Thrown From A Wagon,—Mr. Andrew Waelan, who was thrown from a wagon and badly injured, on the Third avenue, on Sa urday afternoon, was taken from the street by policeman Alexander Thompson, of the First ward, who procured a carriage and conveyed the injured man to the New York Hospital.

Bodies Found Drowned—The corpse of a person drowned, supposed to be the body of Mr. Smille, who was drowned a few days since, was found doating in the water on Saturdsy, at the foot of Franklin street. Yesterday woming, the body of an unknown man who had been drowned, was found in the East river, at the foot of Fulton street, by Patrick McLaughlin.

Lee Brore—On Saturday, William Wallace, residing at

Company, that was piled up in Oniver street.

ATTEMPT AT SUGME.—Late on Saturday night, a man named George Richards, was taken from Tamonany Hall to the City Hospital, by officer Witts, of the Fourth ward, who found him suffering from the effects of poison, which he had taken to destroy life.

RUN OVER —On Saturday afternoon, about 2 o'clock, a boy about thirteen years of age, whose parents reside at the corner of Eim and Pearl streets, was run over by a milk wagon in Broadway. The bey was taken home by a pol'or man.

poleman.
Scalben - On Saturday night a child was seriously
scalded in Carlisle street, by a quantity of list water,
which was thrown out of a window, on the sidewalk.

Naval Intelligence.

OUR NAVAL CORRESPONDENCE.

U. S. CYANE, PENSACOLA BAR, July 22, 1850.

While we are crossing the Bar I write to inform you that we are bound to Norfolk, Va., and have on board 166 recruits, shipped at New Orleans, which, it is supposed, are destined to man the frigate Savannah, now fitting out at the port of our destination for the Pacific.

The U. S. flag ship Columbia we left in port, awaiting the arrival of the Hon. Solon Borland, our minister to Central America, when she will proosed with the latter person to San Juan de Nicaragua. It is doubtful whether Commodore Newton will go himself, as his health has been in a precarious condition lasterly. The officers and crews of both vessels enjoy perfect health.

The following is a list of our officers:—Commander—Geo. N. Holkins; Lieutenants—Theo. P. Green, Richard Forrest, J. B. Read, C. M. Fauntleroy; Purser—Chas. C. Upham; Surgeon—W. A. W. Spotswoode; Master—Wm. H. Parker; Assistant Surgeon—Geo. Peck; Passed Midshipmen—Vanzant and Jas. A. Seawell; Midshipmen—Carter and Fitzbogh; Caphain's Clerk—J. Sterett Hollins; Purser's Clerk—Chae. M. Gilberson; Gunner—Jas. A. Idl. liston; Carpenter—N. Williams; Boatswain—F. Hewlett Sallmaher—D C. Brayton.

P. S.—I write you ser the Pilot. I forgot to say that the Cyane is ordered to Portsmouth, N. H. This looks like a cruis on the fabrics.

Manner yor Sta.—On Thursday last a detachment of U. S. marines, from the Washington barracks, left here, by way of Baltimore and Norfolk, for service on board the frigate Savannah, detailed for a cruise (as we understand) to the Sahing grounds.—Washington Intelligencer, July 29.

The U. S. shoop of-war Albany was cruising off Havana 22d inst.

## NEW CHURCHES.

Laying of the Corner Stone of Christ P. E. Church, West Eighteenth Street-Interese

The ceremony of laying the corner stone of Christ's Episcopal Church, recently removed from Anthony street took place Saturday afternoon, at five o'clock, on the site of the building in Eighteenth street near Fifth avenue, in the presence of a large number of people, consisting of the congregation and a number of clergymen invited from other churches in the city. Among the clergymen present were the Rev. Charles R. Halsey, of Boston, the Rev.

Drs. Muhlenburg and Camp; the Rev. Messrs. Cox, The ceremonies began by the pastor, the Rev. Mr.

Halsey, reading Psalm#48 and T18.

The proper lessons for the day were then read.

The pastor then announced that the following articles were enclosed in the box about to be deposited in the corner stone:—

A copy of the Holy Bible.

Historical shetch of the parish, written on parch ment, as follows:—

CHREST PROTESTANT EPISCOPAL CHURCH, NEW YORK.

J. G. Amblet, M. D.

James Litton.

VENTURER.

J. W. PARTÑA M.

WILL IAM AYMAI,

MOSON N. Beach,

WILLIAM Hogeman,

John Korr,

John Korr,

J. G. Ambler, M.D.

John Korr,

J. Austin,

John Korr,

J. Austin,

John Korr,

Jo

Copy of the constitution of the discess of the State of the York.

Proceedings of the last Protestant Episcopal Com-

Proceedings of the last Protestant Epiacopal Convention.

A copy of each of the Church papers of this city published this week.

Book of Common Prayer.

The pastor then offered up the following prayer, previous to laying the corner-stons—

Direct us, O Lord, in all our doings, with Thy most gracious favor, and further us with Thy continual help; that in all our works begun continued and ended in Thee, we may glorify Thy holy name; and finally. by Thy merey, obtain everlasting life, through Jesus Christ eur Lord. Amen.

Our Father, who art in heaven, hallowed be thy name; thy kingdom come; thy will be done on earth, as it is in heaven; give us this day our daily bread; and forgive us our trespasses, as we forgive those whe respass against us; and lead us not into temptation; but deliver us from evil; for thine is the kingdom, and the power, and the glory, forever and ever. Ames.

The stone being laid in its place, the pastor said:—
Our help is in the name of the Lord. Except the Leaf.

The stone being laid in its place, the pastor said:

Said:

Our help is in the name of the Lord. Except the Lord build the house, their labor is but lost that build it. Then taking a hammer in his hand, and striking the stone three times, he said:

In the name of the Father, and of the Son, and of the Holy Ghost. Amen. I lay the corner-stone of an edifice to to be here erected by the name of Christ Church, (or Chapel.) and to be devoted to the service of Almighty God. agreeably to the prisciples of the Protestant Episcopal Church in the United States of America. in its docrines, ministry, litury, rites, and usages. Other foundation can me man lay than that which is laid, even Jesus Christ; whee is God over all, bicsed for evermore; and in whom we have redemption through his blood, even the forgiveness of sine. Aren.

At the conclusion of the prayer, the choir com-

At the conclusion of the prayer, the choir, com-posed of the Sacred Harmonic Society, sang a hymn, composed from different passages from the Psalms of David.

The rector of the parish then offered up the fol-

The rector of the parish then offered up the following prayer:—
Blessed be Thy name, O Lord, that it hath pleased
Thee to put into the hearts of Thy servants to examenous
the erection of a building in which Thy holy name is to
be worshipped, and the means and pleages of Thy grace
and nevey administered. Prosper, Thou them, O God, is
this their undertaking; O prosper Thou them O God, is
this their undertaking; O prosper Thou their handy
work. Give to those who have the management of the
concerns of this congregation unity of council, partly
of intention, and a supreme aim at the advancement of
Thy glovy, in promoting the extension and interests of
Thy holy church, appointed for the salvation of meakind. Guard by Thy providence everything which may
appertain to the building which is now begun in Thy
fear, and in dependence on Thy blessing. Excite the The choir then sang the one hundredth Psalm of

The choir then sang the one hundredth Psalm of David.

The rector of the church then proceeded to deliver a short address. He began by saying that, in the absence of the Provincial Bishop, he was authorized to lay the corner stone of that edifice. The present ceremony was one of an interesting character. It ever occasioned interest, when an edifice was set apart for the purpose of worshiping the Almighty, therein. It was little more than sixty years agos when the first church of Christ's parish was built in Ann street, between William and Nassau streets. The city at that time was so small, that for manny years this edifice accommodated all those who wish red to go to that parish. In 1823, the church was removed from Ann to Anthony street. There i he building was burned down in 1847. In 1848 it was rebuilt, and the worship of God was again resw ned in that edifice. When the church was paid in that edifice. When the church was built in Anthony street, a great many of the compression remonstrated, on account of its being so if up town, as it was then on the very outskirts of the city, indeed many doubted whether it would be well attended. Now, in the year 1853, they have had to remove the church from the lower part of the city, but what was when it was first removed the upper part, to a great distance up town, but still even in the very heart of the city, life then invoked God's choicest biessing; on the building, and said that he would be neglecting his duty, if he did not call their attentics to the fact that they came there for the purpose of laying the corner stone of a building to be set sapart for the worshipp of God. He hoped that every one present would pray for the good success of the at church, as they would be well rewarded in the a concluded by saying that the edifice, the corner tstone of which had just been laid, was the fourth of Christ's parish, and he hoped that it would be surcessful, and be the means of restoring many a lost sinner to heaven.

He then offered up the following prayer:—

O Lord, w

Ames.

The benediction having br en pronounced, the assembly dispersed, much plr ased with the ceremonies of the occasion.

THE LAYING OF TR' CORNER STONE OF ST. MARY'S CHURCH, WILLIAMSBURG.

In consequence of Bishop Hughes being in Mu-waukie, Wiscor sin, attending to the consecration of the cathedral, the laying of the corner stone of St.

Mary's church, which was to have taken place yes terday afternoon, was postponed for an inde